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REPORT NO.

This is UNEVALUATED Information

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1. [redacted] between 2 and 4 December 1952, about 150 train and locomotive personnel arrived in Frankfurt/Oder from Dresden, Chemnitz, Plauen and various other places. Ten locomotives which had been kept cold were made serviceable and coaled. The crews were alerted even during the night. On 4 December, two locomotives were dispatched to Dresden and one to Plauen. The locomotive brigades were barred from Poland and were restricted to Frankfurt/Oder. Individual engine drivers were recalled from the SED school.¹ 25X1
2. The Kuestrin-Kietz border crossing point was blocked to traffic between 7 and 15 December 1952. [redacted] traffic would be rerouted via Frankfurt/Oder.² 25X1 25X1
3. [redacted] VP transportation personnel (Trapo) served as Betriebsschutz A and had to guard railroad installations while railroad personnel served as Betriebsschutz B by order of the respective railroad headquarters. They had the letter B on their left upper sleeve.³ 25X1
4. Several young employees of the Directorate General, Railroads, Berlin, who were convinced SED Party members, were asked to join the staff of a department of the Ministry of the Interior which, [redacted] in November 1952, would be established to handle organizational work connected with troop shipments of the National Army.⁴ 25X1
1. [redacted] Comment. This information is received for the first time and cannot yet fully be explained. The reinforcement of locomotive column personnel and the preparing of reserve locomotives for employment may be an indication of forthcoming large Soviet transit operations. The new 25X1

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personnel may, on the other hand, be a replacement of about 10 percent of the column locomotive personnel stationed in Frankfurt/Oder. This would be a routine measure which was also observed in previous years. The temporary ban on transit operations to Poland may indicate incomplete preparations such as insufficient documentation to, or briefing of, train crews on Polish territory. The reason for the dispatch of locomotives to Plauen and Dresden remains unclear.

2. Comment. The blocking may be necessitated by work on the double-tracking of the Oder bridge as was observed at Frankfurt/Oder in November 1952. All available information tends to indicate, however, that the work will not be completed prior to May 1953 because of a shortage of material. It is possible that, in view of the vital importance of the Kuestrin-Kietz border crossing station on the railroad line connecting East Prussia and East Germany, the required trackage was secured earlier because of Soviet pressure.
3. Comment. The Bahnschutz was established on 1 July 1952 to intensify security measures. For detailed information on the Bahnschutz, see a previous report.
4. Comment. The Ministry of the Interior includes the future Ministry of Defense which will also have a railroad headquarters.

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